

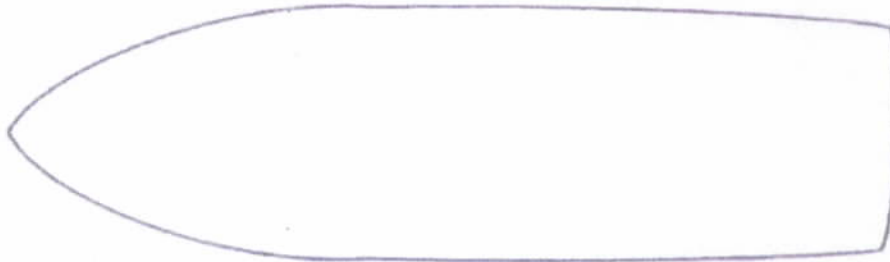
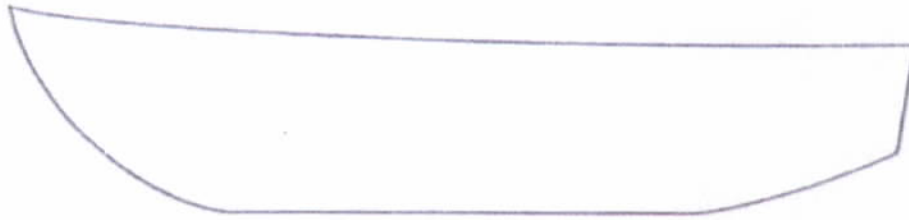
§ 46 CFR 28.265 Emergency instructions.

- (a) Except as provided in paragraphs (b) and (c) of this section, each vessel must have emergency instructions posted in conspicuous locations accessible to the crew.
- (b) The instructions identified in paragraphs (d)(6), (d)(7), (d)(8), and (d)(9) of this section, may be kept readily available as an alternative to posting.
- (c) On a vessel which operates with less than 4 individuals on board, the emergency instructions may be kept readily available as an alternative to posting.
- (d) The emergency instructions required by this section must identify at least the following information, as appropriate for the vessel:
- (1) The survival craft embarkation stations aboard the vessel and the survival craft to which each individual is assigned;
 - (2) The fire and emergency signal and the abandon ship signal;
 - (3) If immersion suits are provided, the location of the suits and illustrated instructions on the method for donning the suits;
 - (4) Procedures for making a distress call. (Free stickers are available for this)
 - (5) Essential action that must be taken in an emergency by each individual, such as:
 - (i) Making a distress call.
 - (ii) Closing of hatches, airports, watertight doors, vents, scuppers, and valves for intake and discharge lines which penetrate the hull, stopping of fans and ventilation systems, and operation of all safety equipment.
 - (iii) Preparing and launching of survival craft and rescue boats.
 - (iv) Fighting a fire.
 - (v) Mustering of personnel including—
 - (A) Seeing that they are properly dressed and have put on their lifejackets or immersion suits; and
 - (B) Assembling personnel and directing them to their appointed stations.
 - (vi) Manning of fire parties assigned to deal with fires.
 - (vii) Special duties required for the operation of fire fighting equipment.
 - (6) The procedures for rough weather at sea, crossing hazardous bars, flooding, and anchoring of the vessel, such as:
 - (i) Close all watertight and weathertight doors, hatches and airports to prevent taking water aboard or further flooding in the vessel.
 - (ii) Keep bilges dry to prevent loss of stability due to water in bilges. Use power driven bilge pump, hand pump, and buckets to dewater.
 - (iii) Align fire pumps to use as bilge pumps, if possible.
 - (iv) Check all intake and discharge lines which penetrate the hull for leakage.
 - (v) Personnel should remain stationary and evenly distributed.
 - (vi) Personnel should don lifejackets and immersion suits if the going becomes very rough, the vessel is about to cross a hazardous bar, or when otherwise instructed by the master or individual in charge of the vessel.
 - (7) The procedures for anchoring the vessel.
 - (8) The procedures to be used in the event an individual falls overboard, such as:
 - (i) Throw a ring life buoy as close to the individual as possible;
 - (ii) Post a lookout to keep the individual in the water in sight;
 - (iii) Launch the rescue boat and maneuver it to pick up the individual in the water;
 - (iv) Have a crewmember put on a lifejacket or immersion suit, attach a safety line to the crewmember, and have the crewmember standby to jump into the water to assist in recovering the individual in the water if necessary;
 - (v) If the individual overboard is not immediately located, notify the Coast Guard and other vessels in the vicinity; and
 - (vi) Continue searching until released by the Coast Guard.
 - (9) Procedures for fighting a fire, such as:
 - (i) Shut off air supply to the fire—close hatches, ports, doors, ventilators, and similar openings.
 - (ii) Deenergize the electrical systems supplying the affected space, if possible.
 - (iii) Immediately use a portable fire extinguisher or use water for fires in ordinary combustible materials. Do not use water on electrical fires.
 - (iv) If the fire is in a machinery space, shut off the fuel supply and ventilation system and activate the fixed extinguishing system, if installed.
 - (v) Maneuver the vessel to minimize the effect of wind on the fire.
 - (vi) If unable to control the fire, immediately notify the Coast Guard and other vessels in the vicinity.
 - (vii) Move personnel away from the fire, have them put on lifejackets, and if necessary, prepare to abandon the vessel.

MUST BE POSTED IF 4 OR MORE PERSONS ARE ON BOARD

**EMERGENCY EQUIPMENT AND ABANDON SHIP
FOR**

F/V _____



Codes to Use:

EPIRB	EPIRB
RADIO	Radio
PFD	PFDs
FEX	Fire Extinguishers
ABSTA	Abandon Ship Station
ISUIT	Immersion Suits
O	Life Rings
RAFT	Liferaft
FL	Flares

EMERGENCY ASSIGNMENTS				
<i>Note: Alternate signals may be determined and practiced by vessel operator</i>	PERSON OVERBOARD Signal: 3 long blasts repeated at least 4 times	FIRE Signal: 1 long continuous blast not less than 10 seconds	FLOODING Signal: 1 long continuous blast not less than 10 seconds	ABANDON SHIP Signal: At least 7 short blasts followed by 1 long blast
Position/Name	Station/Bring/Duty	Station/Bring/Duty	Station/Bring/Duty	Station/Bring/Duty
Captain				
All Others				

DISTRESS BROADCAST

- Make sure communications equipment is on.
- Select 156.8 MHz (VHF channel 16), 2182 kHz or other distress frequency used in your area of operation. Note: VHF channel 16 and 2182 kHz are for emergency and calling purposes only.
- Press microphone button. Speak slowly, clearly and calmly. Say:

MAYDAY, MAYDAY, MAYDAY

This is the F/V _____, F/V _____, F/V _____. Over.

- Release microphone button briefly and listen for acknowledgement. If no one answers say:

MAYDAY, MAYDAY, MAYDAY

This is the F/V _____, F/V _____, F/V _____.

My position is _____. (Use latitude/longitude, nearby landmarks, distance from known points, LORAN readings, etc.) Repeat three times.

I am _____. (Sinking, on fire, listing, etc.)

I estimate that I can stay afloat _____ hours/minutes.

I have _____ persons on board.

My vessel is a _____ type of vessel, _____ feet long, has a _____ color hull with _____ color trim, and _____ masts.

I will be listening on channel _____.

This is the F/V _____, Over.

- Release microphone button. If situation permits, stand by the radio to await further communications with the Coast Guard or another vessel.
- If no answer and situation permits, try another channel and repeat.

DONNING IMMERSION SUITS

Your life may depend on your ability to quickly don an immersion suit in an emergency, so it makes sense to have done it before. Monthly practice should reduce your donning time from minutes to seconds.

Practice donning the suit while sitting on deck. Vessel movement or list often prevents donning while standing.



Sit on the deck and work your legs into the suit, leaving boots or shoes on if possible. Placing plastic bags over your boots or shoes may make suit donning easier. Wear or bring extra warm clothing if possible. Pull the hood over your head, then place one arm into each sleeve of the suit and reset the hood on your head.

OR

Place your weaker arm into the sleeve of the suit. Then reach up and pull the hood over your head with your free hand. Then place your strong arm into the sleeve of the suit.

Hold the zipper below the slide with one hand, and fully close the zipper by pulling on the lanyard. Then secure the flap over your mouth.



WARNINGS

- To prevent possible injury, do not inflate the air bladder until you are in the water.
- Ease or lower yourself into the water. Jump only if necessary.
- Beware of snagging on gear.
- Keep the hood on – it could save your life.

EMERGENCY INSTRUCTION FOR ANCHORING

1. **Choose a location** with protection from the wind and seas if possible, and with a suitable bottom.
2. Anchor in a **maximum water depth** of _____ feet or _____ fathoms. (Note: This vessel has _____ feet or _____ fathoms of line/chain.)
3. **Approach the anchorage location slowly** and head the bow into the wind or current, whichever is stronger.
4. **When the vessel starts to back slowly, ease the anchor to the bottom.**
5. **Quickly pay out a scope** of five (in good weather) to 10 times (in bad weather) times the water depth in anchor line/chain. **Secure the anchor line/chain.** If drift is not rapid, back down with minimum power to set the anchor.
6. **Maintain an anchor watch** to feel the anchor drag and look out for any vessel drift. **Be prepared to get underway** if vessel drags anchor.

PERSON OVERBOARD

1. **Throw** a ring life buoy or flotation as close to the individual as possible.
2. Post a lookout to **keep the individual in the water in sight** and **communicate the distress and position to the pilothouse**.
3. Pilothouse watch to **sound alarm and maneuver as necessary**. Mark position electronically.
4. Launch a **rescue boat or platform** to recover the individual, **if appropriate**.
5. Have a **crew member put on a PFD or immersion suit**, attach a **safety line** to the crew member and have crew member stand by to enter the water to **assist in recovery if appropriate**.
6. **If individual overboard is not immediately located, notify the Coast Guard and other vessels** in the vicinity; and **continue searching** until released by the Coast Guard.

UNINTENTIONAL FLOODING, ROUGH WEATHER AT SEA, CROSSING HAZARDOUS BARS

Signal: 1 long continuous blast not less than 10 seconds.

1.
 - a. **If unintentional flooding: notify pilothouse immediately to sound alarm & call Mayday.**
 - b. If rough weather at sea or crossing a hazardous bar is anticipated, notify the entire crew.
2. Close all watertight and weather-tight doors, hatches, ports, and air vents to **prevent taking water aboard or further flooding** in vessel.
3. Keep bilges dry to **prevent loss of stability due to water** in bilges. Use power driven bilge pumps, hand pumps, fire pumps and buckets to **dewater**.
4. **Check all intake and discharge lines that penetrate the hull for leakage.** All crewmembers should know the location and operation of all through-hull lines.
5. On a small vessel, crew should keep their collective weight evenly distributed.
6. Personnel should **don immersion suits/PFDs** if the going becomes very rough, the vessel is about to cross a hazardous bar, or **when** otherwise **instructed by the master** or individual in charge of the vessel.

WARNING

If immersion suits/PFDs are worn inside the vessel, their buoyancy may hamper escape during a sudden capsizing.

FIRE

1. **Notify pilothouse immediately to sound alarm and call Mayday.**
2. **Shut off air supply to fire:** close hatches, ports, doors, vents, etc.
3. **De-energize electrical systems supplying the affected space, if possible.**
4. **Assemble portable fire fighting equipment.**
5. **Account for personnel and fight fire.** Do not use water on electrical fires.
6. If fire is in machinery space, **shut off fuel supply** and use fixed extinguishing system if appropriate.
7. Maneuver vessel to **minimize effect of wind** on the fire.
8. **Move survival gear that could be damaged by fire.**
9. Check adjoining spaces to prevent spread of fire.
10. Once fire is extinguished, **begin dewatering to avoid stability problems.**
11. **If unable to control fire, notify Coast Guard and nearby vessels.**
Prepare to abandon ship.

ABANDON SHIP

1. **Preparations** should include the following as time and circumstances permit:
 - a. **General alarm and mayday**
 - b. **All personnel don immersion suits/PFDs and warm clothing**
 - c. **Prepare to launch liferaft**; attach sea painter to vessel above weak link
 - d. **Get abandon ship kit** including signals (EPIRB, flare signal smoke, flashlights, hand-held radios, etc.), first aid kit, water and food
 - e. **Gather other useful items**
2. **Meet at abandon ship station**
3. **When sinking is imminent** or when remaining onboard is inappropriate:
 - a. **Close watertight openings**
 - b. **Launch and board liferaft**
 - c. **Keep sea painter attached to vessel but be prepared to cut it** immediately if there is risk to raft or if vessel begins to sink
 - d. **Activate EPIRB and begin Seven Steps to Survival** (see last page)